





## AUCTIONS

## PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction, TO-DAY (TUESDAY), the 3rd DECEMBER, 1901, at 2.30 P.M., at his SALES ROOMS, Queen's Road, SUNDAY HOUSEHOLD FURNITURE, CROCKERY, GLASS and PLATED WARE, One SEWING MACHINE and STAND, One LATH, One GRINDING MACHINE, Four VIOLINS and One PIANO, Also A Few Valuable BOOKS and MUSIC, &c., &c.

TERMS OF SALE:—As Customary, Auctioneer.

Hongkong, 30th November, 1901. [3067]

## PUBLIC AUCTION

CURIOS! CURIOS! CURIOS!!! THE Undersigned has received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on SATURDAY,

the 7th DECEMBER, at 2.00 P.M., at their SALES ROOMS, 20, Des Vaux Road, A CHOICE COLLECTION OF CHINESE AND JAPANESE CURIOS.

Comprising:—GOLD LACQUERED OLD AND NEW BRONZES, HANDSOME INLAID PANELS and SCREENS, CLOISONNE WARES, OLD SATSUMA VASES and BOWLS, SILK SHAWLS, &c., &c.

Catalogues can be had on application to the undersigned.

TERMS:—As usual.

Hongkong, 2nd December, 1901. [3063]

## INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY, TOTAL FUNDS AT 31st DECEMBER, 1900, £14,732,681.

I. AUTHORIZED CAPITAL... £23,000,000 0 0  
SUBSCRIBED CAPITAL... 2,750,000 0 0  
PAID-UP CAPITAL... 687,500 0 0  
II. FIVE FUNDS... £2,537,716 14 4

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 3rd July, 1901. [1641]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG, The Undersigned, AGENTS of the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 29th May, 1895. [131]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG, The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th November, 1892. [29]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851, CAPITAL... £410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM MEYERINK & CO., Agents.

Hongkong, 16th May, 1900. [185]

AAOEN and MUNICH FIRE INSURANCE CO. OF AIX-LE-CRAPEL, The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

BEUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [154]

SUN INSURANCE OFFICE, LONDON, FOUNDED 1710, The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th May, 1892. [130]

"L'URBAINE" FIRE INSURANCE COMPANY, Ld. (Established 1838), The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

P. LEMAIRE & CO., Agents.

Hongkong, 7th February, 1901. [429]

PHENIX FIRE OFFICE, The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1897. [132]

SALAMANDER FIRE INSURANCE COMPANY, The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO., Agents.

Hongkong, 2nd April, 1900. [132]

CARTRIDGES! CARTRIDGES!! JUST LANDED A NEW STOCK of ELEY'S and KYNOCH'S SPORTING CARTRIDGES and NEWCASTLE GILDED SHOT.

20 BORE CARTRIDGES

16 " "

12 " "

10 " "

8 " "

WM. SCHMIDT & CO., Gunsmiths.

Hongkong, 3rd January, 1901. [121]

## PUBLIC COMPANIES

## A. S. WATSON &amp; CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account of the year 1901, at the rate of Fifty Cents per Share (or Five per cent on the Capital of the Company) will be payable at the Hongkong and Shanghai Bank, Hongkong, on and after the 4th December, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The Dividend will also be payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.

The REGISTER OF SHARES will be CLOSED ON SATURDAY, 30th instant, until FRIDAY, 4th December, both days inclusive, during which period no Transfer of Shares can be registered.

By Order, J. A. TARRANT, for Secretary.

Hongkong, 26th November, 1901. [3018]

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED, NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED, will be held at the COMPANY'S REGISTERED OFFICE, No. 5, Queen's Road Central, Hongkong, on THURSDAY, the 5th day of December, 1901, at 3 o'clock in the afternoon, when the subject of the Resolution which was passed at the Extraordinary General Meeting of the Company held on the 18th day of November, 1901, will be submitted for confirmation as a special resolution.

"That the Company be wound up voluntarily and that Johann Georg Ludwig 'Schroter' of Victoria in the Colony of Hongkong be and he is hereby appointed Liquidator for the purposes of such winding up."

MEYER & CO., General Managers, Hongkong, 29th November, 1901. [2457]

HONGKONG COTTON SPINNING, WEAVING & DYING COMPANY, LIMITED, THE SHARE CERTIFICATE No. 71 for 15 shares numbered 1065 to 1079 inclusive standing in the Register in the name of ROBERT AGNEW ANDERSON, with reference to transfer deed signed by him, having been LOST, notice is hereby given that unless the said Certificate be produced at the Office of the Company, Pedder's Street, Victoria, Hongkong, on or before the 7th day of December, 1901, a New Certificate will be issued in favour of ALFRED SHAW, purchaser of said shares, and the Old Certificate will thereupon be held by the Company as null and void.

JARDINE, MATHIESON & CO., General Managers, Hongkong, 7th November, 1901. [2844]

HONGKONG HOTEL COMPANY, LIMITED, NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held in the HOTEL, on WEDNESDAY, the 11th December, 1901, at Noon, to consider a proposal of the Board of Directors for the profitable utilisation of the Ground on the Island in front of the Hotel and, if approved, to pass the following Resolution:

"That this Meeting approves the proposal for utilising the Company's Praya Reclamation land (Remaining Portion of Marine Lot No. 7) by the erection of a building thereon."

C. MOONEY, Secretary.

Hongkong, 30th November, 1901. [355]

THE DAIRY FARM COMPANY, LIMITED, NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the COMPANY'S OFFICE, No. 2, Albert Road, Victoria, in the Colony of Hongkong, on SATURDAY, the 14th day of December, 1901, at Noon, for the purpose of considering, and if thought fit, passing the following Resolution, viz:—

RESOLUTION. That the figures in Article No. 10, Clause 15 of the Articles of Association of the Company be altered to read \$1,500 (Fifteen hundred Dollars).

Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation, as a Special Resolution, to a Second Extraordinary General Meeting which will be subsequently convened.

By Order of the Board of Directors, R. P. MOFFITT, Secretary.

Hongkong, 27th November, 1901. [3084]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED, THE SHARE CERTIFICATE No. 3758 for Fifty Shares, numbered 63,751 to 63,800 inclusive, standing in the Register in the name of HUGH CAMERON GIBSON, of Shanghai, having been LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Offices of the Company, 38 and 40, Queen's Road Central, Victoria, Hongkong, on or before the 15th day of December, 1901, a new Certificate for the said Shares will be issued, and the old Certificate will thereupon be held by the Company as null and void.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 16th November, 1901. [2929]

IF you want your Boots well polished, tell your Valet or the Maid to ask for WALTON'S BOOT CREAMS and VARNISHES.

WALTONIAN CREAM WHITE & BLACK.

JANIE MOSCOVITTE TAN—3 SHADERS.

PARISIAN DRESS-BOOT POLISH.

Order from Stores or Wholesale to—

JOHN WALTON (PARIS), MANUFACTURER.

174, SHAFESBURY AVENUE, LONDON. [275]

## ADMIRAL SCHLEY ON HIS DEFENCE.

A Washington despatch of the 30th October gives the final examination of Admiral Schley before the Court of Enquiry that day. The telegram runs as follows:—At the opening of the Court, Judge-Advocate Leamy took Admiral Schley over the Colon Experiment and once more the witness explained his reason for making that attack. He said it was intended as a reconnaissance to develop the strength of the shore batteries, and he thought in this respect it was an entire success.

Captain Leamy at this point passed to the battle of July 3rd. The cross-examination of the witness on the battle of Santiago began with a question as to what the first move of the Brooklyn's helm was after the enemy's ships were sighted coming out.

"We were heading west by north," he replied. "The first helm was to port."

"Captain Cook gave the order for the turn?" "Yes."

"You regard that turn as very important, do you not?" "I think it was the movement that decided the events of that day."

The Admiral said in response to questions that he had not mentioned the loop in his report of the battle. It was an incident of the battle which he had no idea would ever come into controversy. Captain Cook had given the order without orders from him, except under general instructions to close in and keep somewhere about 1,000 yards away, outside of the broadside torpedo range. When the time came for the turn, Captain Cook's conception of the movement coincided with his own. Although Captain Cook gave the order, he would have done so in a moment had the captain of the Brooklyn failed to do so.

"Do you assume full responsibility for the turn?" "Absolutely. If I did not give the order I approved it."

Schley then told in response to questions of the movements of the Brooklyn in the night and reiterated the belief that the Viscaya intended to ram the cruiser. He said he had not heard of the Texas incident until two months after the battle. He said the turn was made in his own order to prevent blockading the fire of his own ships, but the chief reason for the famous loop was that the ship (Brooklyn) might continue in the action and beat the enemy, as we did. "That was the controlling one of all."

"Have you stated that?" asked Captain Leamy. "The witness replied: 'I never stated that, because I thought it was evident before the Court. Admiral Schley's press copy-book contained a copy of a letter embracing his first report to the Admiral Sampson of the battle of Santiago, which had been returned, and there was a lively argument between counsel as to the admissibility of the document as evidence. The decision of the Court was to effect that the report could not be read aloud and was announced through Admiral Dewey as follows: 'The Court holds there is no objection to the witness refreshing his memory from the letter, but he cannot read it aloud.'"

Admiral Schley explained that the original preliminary report of the battle had been sent to the commander-in-chief and returned to the Brooklyn.

"Admiral Sampson signalled for me to come on board again," he said, "which I did, and he handed the report back to me. There was nobody but himself and myself in the cabin at that time, and from the conversation I had with him I was led to believe—"

Captain Leamy: "We want the conversation." "The Admiral recounted his conversation with Admiral Sampson, who, he said, handed the letter back to him with the statement that he (Sampson) was commander-in-chief, and that he (Schley) had omitted a very important detail in the report in that it failed to show the presence of the New York."

"I felt at that time," "that the victory was big enough for all, and I made this (his report of the battle) that has been published (his report of the battle) and because I knew that if out of generosity and because I knew that if the New York had been present she would have done good work as any other vessel."

At 2.36 p.m. Captain Leamy concluded his cross-examination, which had been begun at the beginning of the morning session of Monday. Captain Leamy said: "I have not any further questions." He turned to Rayner, who said: "We have not a single question."

"The Court has a few," said Admiral Dewey. At the conclusion of the cross-examination there was pausing in evidence the telegram sent by Admiral Schley to the department July 10th, saying in substance that he did not desire to assume entire credit for the victory of July 3rd, and that it belonged to the fleet under the command of Admiral Sampson.

The most important questions of the Court, with Admiral Schley's answers, were as follows: "While off Cienfuegos, could you see the shore to the westward of the entrance so distinctly that you were able to form a clear idea of the practicability of making a landing place?"

"Yes, I think I did."

"Was there any reason why you could not send a boat in shore to obtain information about Cervera's squadron from the fishermen or other persons who could be communicated with?"

"There were no fishermen that I discovered anywhere along that coast. I saw none: I saw no boats."

Lieutenant Hood testified very positively to a conversation you had with him at Cienfuegos, Can you say if any such conversation took place?"

"I stated under a mistake that it was Lieutenant Wood, the names being so nearly alike, but what I testified to in my direct testimony touching that matter applies with equal force to Lieutenant Hood. I cannot recall one single word that Mr. Hood said to me or any conversation I had with him."

"Had Admiral Cervera left Santiago for some point to the westward at the same time you left Cienfuegos could not his squadron have passed between your ships and the shore without being seen by you?"

"If it had been at night, probably yes; in the daytime, I think not."

"What was your reason for going over twenty miles to the southward of Santiago instead of directly to the harbour's mouth on May 26th?"

"Because I had the course for that point, supposing that if the squadron were still out or had got out coincident with my leaving they would run to the southward, and it was with the view of giving me a larger horizon."

"Was it not possible for your squadron to blockade Santiago on May 26th for a few days and still have coal enough to run to Key West?"

"Yes, if I had known then, as I knew subsequently, that the fleet was there."

"Did not the order under which you were acting, require you to run in off Santiago?"

"Exactly, yes; but I do not think that the order given me was to deprive me of all discretion in the matter. I heard to the contrary."

"Was not the situation at Santiago, May 26th, such as to warrant you in taking considerable risk in coaling the ships of your squadron?"

"I think that the risks would have been very great, would have been too great, in my judgment. We probably would have lost the collier, and under the circumstances of my information there I felt that that ought not to occur."

"Did not Captain Cotton inform you that the Harvard had coaled at Mole St. Nicholas, and that no large ship at a time could coal there in ordinary weather?"

"No, I do not recall that. I do not remember that he said anything about coaling at Mole St. Nicholas. His information to me referred mainly to small vessels, as I recollect it."

Admiral Benham: "He said nothing about the Harvard coaling, did he?"

"I do not remember that he did?"

"What was your object in seeking to develop the batteries May 31st?"

"Simply to be able to know what was in front of us. I thought we ought to know that in view of the possibility of our having to be obliged to force the entrance."

"You have stated that you considered the movement to the westward on May 26th as based on sound military principle. Way, then, did you go back to Santiago?"

"For the reason, as I stated, that after the steaming radius of the ships had been equalised, the circumstances in going back would be very little, and that if it eventuated in the fact that the Spanish squadron was not there, we would not have to stay a very great time."

"What reason had you for supposing that the Spanish squadron would run south after leaving Santiago?"

"Simply because that would have been the direction in which they could have hidden themselves sooner."

"Why did the Brooklyn and Massachusetts leave Key West on May 15th short of coal?"

"Because of the order of the commander in Chief. He sent over to me on the morning of the 19th, a young fellow, I do not recall his name, with instructions and the orders under which I acted, saying that the Commander in Chief thought it would be wise to go on at once, or better to go at once."

"As you were ordered to go to Cienfuegos to establish blockade, was it not your duty unless the circumstances to communicate direct, either by signal or otherwise, with the senior officer of the vessels returning from Cienfuegos and obtain from him all information regarding the situation at or near that port, particularly as there was the probability that the said senior officer had knowledge of the destination of the flying squadron?"

"McCalla testified that he directed him to communicate to him information of the situation and I, of course, took it for granted that if he had anything important he would have notified me of the fact without my enquiring."

"Did the flying squadron, when on blockade off Cienfuegos, ever steam in toward the port between 8 p.m. and 4 a.m.?"

"My general impression now is that the steaming of the squadron was principally in a direction to the southward and westward, to prevent us from drifting in. We maintained or tried to maintain a position closer at night than in the daytime."

"What effort did you make at or near Cienfuegos, before the arrival of the Adula, to discover whether or not Admiral Cervera's squadron was in that port?"

"I did not make any. The coast was occupied, and to have sent in a party would have brought disaster to them. I knew of the cable-cutting expedition, and I knew that Captain McCalla had lost quite a number of men, and I supposed that the coast was occupied. I saw evidence once or twice of a vessel between the flying squadron and the south coast of Cuba, with the view of discovering the Spanish squadron in the event of its having left Santiago for Cienfuegos?"

"No."

"Did you consider Captain Sigbee's report that he had not seen the Spanish squadron, and the pilot, Nunez's, statement that the Spanish ships were too large to enter the harbour of Santiago proof of the information given you by Captain McCalla on May 24th, that the Spanish force under Cervera had been reported authoritatively in Santiago on May 19th and that they were still reported there on the afternoon of May 24th, was erroneous?"

"I don't recollect that he gave me that. I don't recollect at all."

"If you were governed in making a retrograde movement by the motives you have stated here, why did you seek to the department the despatch of May 27, 1898, which you gave to Captain Calton to send in cipher from Kingston?"

"That is a very difficult question to answer."

Admiral Ramsay: "You gave four motives for the retrograde movement. Those motives do not appear clear to me."

"I telegraphed mainly regarding the coal supply, because I imagined that would be the most important motive, in view of the fact that the ships might not have a sufficient coal supply. I do not know that I gave any reasons for it. I did in a subsequent despatch to the department, stating the movement to the westward had been for a certain object."

"When you designated the New Orleans as one of the vessels to take part in the bombardment on May 31st did you not know the range of her six-inch guns? Captain Folger has testified that the New Orleans fired at ranges varying from 8,000 to 10,000 yards."

"Yes, I know that the guns were of extra calibre—I think of about fifty calibre—and that their range was very much longer than the shorter guns of forty calibre."

"During the engagement on May 31st could you tell whether these heavy projectiles came from the batteries or from the ships in the port?"

"I judged mainly by the range, and as I saw two or three I imagined or supposed that the heavier ones, which passed so far beyond, must have been from a very much heavier calibre than these in the battery. I thought at that time, after the reconnaissance, that the guns in the battery were six or possibly eight-inch, and I think that was a fact, that there were eight-inch mortars there, and I inferred from the longer range of several shots that went outside that they must have come from the Scoupa battery."

"You have spoken of the calibre of the guns on the ships engaged in the battle of July 3rd. Did not some of these ships carry six-inch guns?"

"The Court having concluded its questions, Captain Leamy said he wanted to propound one or two questions. The examination of Admiral Schley was then concluded, and he was excused."

## NOTICE.

THE Undersigned carry in Stock an extensive line of CIGARETTES and CIGARETTES from the "GERMINAL" FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.

T. M. STEVENS & CO., Broomfield Arcade.

Hongkong, 2nd August, 1901. [1891]

## CHRISTMAS

PHOTOGRAPHIC VIEWS OF HONGKONG, CANTON, MACAO and PEKING Mounted as CHRISTMAS and NEW YEAR CARDS, with CHINESE-REETINGS Stamped in real Gold in Chinese Characters with English Translations.

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Plenty chances, large gains;  
Dollar come all same rain  
Wishing you Happiness and Longevity  
Success Crown your Undertakings  
My chin chin in Hongkong  
Makee you happy and strong  
Everything as you wish

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AND OTHER STORES. [2712]

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## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, and nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

| DESTINATION                                   | VESSEL'S NAME    | FLAG & RIG | BERTH | CAPTAIN                       | FOR FREIGHT APPLY TO       | TO BE DESPATCHED |
|---|------------------|------------|-------|-------------------------------|----------------------------|------------------|
| LONDON  | MACHAON          | Brit. str. | 2 m.  | R. A. Peters                  | BUTTERFIELD & SWIRE        | To-day.          |
| LONDON, &c. via PORTS OF CALL                 | BALLAARAT        | Brit. str. | 2 m.  | P. & O. S. N. Co.             | On 7th inst. at Noon.      |                  |
| LONDON  | ACHILLES         | Brit. str. | 2 m.  | Forbes & Co.                  | BUTTERFIELD & SWIRE        | On 16th inst.    |
| LONDON, via SUEZ CANAL                        | GLORIOUS         | Brit. str. | 2 m.  | McGregor Bros. & Gow          | On 4th inst.               |                  |
| LONDON  | LIBERATION       | Brit. str. | 2 m.  | Butterfield & Swire           | On 24th inst.              |                  |
| LONDON  | PELUSUS          | Brit. str. | 2 m.  | Butterfield & Swire           | On 7th January.            |                  |
| LIVERPOOL DIRECT                              | IXION            | Brit. str. | 2 m.  | Butterfield & Swire           | On 21st January.           |                  |
| LIVERPOOL DIRECT                              | PATROCLOS        | Brit. str. | 2 m.  | Butterfield & Swire           | On 18th inst.              |                  |
| MARSEILLES, LONDON & ANTWERP, v. S. POKE, &c. | HITACHI MARU     | Jap. str.  | 2 m.  | C. I. Butler                  | On 15th January.           |                  |
| MARSEILLES, LONDON & ANTWERP, v. S. POKE, &c. | WAKASA MARU      | Jap. str.  | 2 m.  | J. B. Macmillan               | On 19th inst. at Daylight. |                  |
| GREMEN, via PORTS OF CALL                     | STUTTGART        | Ger. str.  | 2 m.  | P. Grosch                     | On 27th inst. at Daylight. |                  |
| HAYRE, BREMEN & HAMBURG                       | SUEVIA           | Ger. str.  | 2 m.  | Horch                         | On 11th inst. at Noon.     |                  |
| HAYRE, BREMEN & HAMBURG                       | SEBASTIA         | Ger. str.  | 2 m.  | Brother                       | On 12th inst.              |                  |
| HAYRE, BREMEN & HAMBURG                       | STRASSBURG       | Ger. str.  | 2 m.  | Ammon                         | On 28th inst.              |                  |
| HAYRE, BREMEN & HAMBURG                       | SAMBIA           | Ger. str.  | 2 m.  | Madsen                        | On 6th January.            |                  |
| HAYRE, BREMEN & HAMBURG                       | AMBRIA           | Ger. str.  | 2 m.  | Schmidt                       | On 13th January.           |                  |
| HAYRE, BREMEN & HAMBURG                       | AUSTRIA          | Ger. str.  | 2 m.  | Duckstein                     | On 28th January.           |                  |
| TRIESTE, via SINGAPORE, &c.                   | C. FERR. LAEISZ  | Ger. str.  | 2 m.  | Fuchs                         | On 12th February.          |                  |
| NEW YORK, via PORTS & SUEZ CANAL              | KURDISTAN        | Brit. str. | 2 m.  | Felthor                       | On 26th February.          |                  |
| NEW YORK, via SUEZ CANAL                      | ACARA            | Brit. str. | 2 m.  | Sander, Wierler & Co.         | On 17th inst. p.m.         |                  |
| NEW YORK                                      | ATHESIA          | Ger. str.  | 2 m.  | Dodwell & Co. Limited         | On 6th inst.               |                  |
| VANCOUVER, via SHANGHAI, &c.                  | ATHENIAN         | Brit. str. | 2 m.  | Shevan, Tomes & Co.           | On or about 17th inst.     |                  |
| VANCOUVER, via SHANGHAI, &c.                  | EMPEROR OF JAPAN | Brit. str. | 2 m.  | HAMBURG-AMERIKA LINIE         | On 4th inst.               |                  |
| VICTORIA, B.C., & Tacoma via SHANGHAI, &c.    | DUKER OF PRUSSIA | Brit. str. | 2 m.  | CANADIAN PACIFIC R. Co.       | On 18th inst. at Noon.     |                  |
| VICTORIA, B.C., & Seattle via SHANGHAI, &c.   | LOJUN MARU       | Jap. str.  | 2 m.  | Dodwell & Co. Limited         | To-day.                    |                  |
| VICTORIA, B.C., & Seattle via SHANGHAI, &c.   | LYO MARU         | Jap. str.  | 2 m.  | NIPPON YUSEN KAISHA           | On 16th inst. at 4 p.m.    |                  |
| VICTORIA, B.C., & Seattle via SHANGHAI, &c.   | PAKING           | Brit. str. | 2 m.  | NIPPON YUSEN KAISHA           | On 30th inst. at 4 p.m.    |                  |
| SAO PAULO, &c. via MOJI, &c.                  | THETRA           | Brit. str. | 2 m.  | Dodwell & Co. Limited         | Quick despatch.            |                  |
| AUSTRALIAN PORTS                              | EASTERN          | Brit. str. | 2 m.  | BUTTERFIELD & SWIRE           | On 15th inst.              |                  |
| AUSTRALIAN PORTS                              | TAIYUAN          | Brit. str. | 2 m.  | GIBB, LIVINGSTON & Co.        | On 12th inst. at 4 p.m.    |                  |
| KOBE & YOKOHAMA                               | KUMANO MARU      | Jap. str.  | 2 m.  | BUTTERFIELD & SWIRE           | On 27th inst. at 4 p.m.    |                  |
| KOBE & YOKOHAMA                               | YINSHAN          | Jap. str.  | 2 m.  | NIPPON YUSEN KAISHA           | On 8th inst. at 330 p.m.   |                  |
| NAGASAKI, KOBE & YOKOHAMA                     | SADO MARU        | Jap. str.  | 2 m.  | NIPPON YUSEN KAISHA           | On 5th inst. at Noon.      |                  |
| MOJI, KOBE & YOKOHAMA                         | KAGOSHIMA MARU   | Jap. str.  | 2 m.  | NIPPON YUSEN KAISHA           | On 20th inst. at Noon.     |                  |
| SHANGHAI & CHINKIANG                          | ELITA NOSACK     | Ger. str.  | 2 m.  | NIPPON YUSEN KAISHA           | On 9th inst. at Noon.      |                  |
| SHANGHAI                                      | VALETTA          | Brit. str. | 2 m.  | EAST ASIATIC TRADING CO., LD. | To-day, at 4 p.m.          |                  |
| SHANGHAI                                      | WOOSUNG          | Brit. str. | 2 m.  | P. & O. S. N. Co.             | On or about 7th inst.      |                  |
| SHANGHAI                                      | JAVA             | Brit. str. | 2 m.  | BUTTERFIELD & SWIRE           | On 9th inst.               |                  |
| POOCHOW, via SWATOW & AMOY                    | ANPING MARU      | Jap. str.  | 1 m.  | P. & O. S. N. Co.             | On or about 9th inst.      |                  |
| AMOY, via SWATOW & AMOY                       | MAIDZURU MARU    | Jap. str.  | 1 m.  | MITSUI BUSSAN KAISHA          | On 4th inst. at Daylight.  |                  |
| AMOY, via SWATOW & AMOY                       | DAIJIN MARU      | Jap. str.  | 1 m.  | MITSUI BUSSAN KAISHA          | On 11th inst.              |                  |
| SWATOW, AMOY & POOCHOW                        | THALES           | Brit. str. | 2 m.  | MITSUI BUSSAN KAISHA          | On 8th inst.               |                  |
| MANILA, via AMOY                              | DIAMANTE         | Brit. str. | 2 m.  | DODWELL & CO. LIMITED         | To-day, at 3 p.m.          |                  |
| MANILA  | SUNGLANG         | Brit. str. | 2 m.  | ROBSON                        | To-morrow, at Noon.        |                  |
| MANILA  | BAZON            | Brit. str. | 2 m.  | J. Rattenbury                 | On 12th inst.              |                  |
| MANILA  | TAIYUAN          | Brit. str. | 2 m.  | GIBB, LIVINGSTON & Co.        | On 12th inst. at 4 p.m.    |                  |
| CALCUTTA, PENANG & SINGAPORE                  | CATHERINE APCAR  | Brit. str. | 2 m.  | BUTTERFIELD & SWIRE           | On 18th inst.              |                  |
| BOMBAY, via SINGAPORE & COLOMBO               | MIKE MARU        | Jap. str.  | 2 m.  | DAVID SASSON, SONS & Co.      | To-day, at 3 p.m.          |                  |
|   |                  |            |       | NIPPON YUSEN KAISHA           | On 6th inst. at Noon.      |                  |

## SHIPPING.

**ARRIVALS.**  
Dec. 2. ERYX NASSACK, German str., 1,101. Brühl, Canton 1st December, General.—EAST ASIATIC TRADING CO., LD.  
Dec. 2. LOONGMOON, German steamer, 1,245. Schull, Shanghai 29th Nov., General.—STAMMEN & CO.  
Dec. 2. OLIMPO, Austrian str., 2,342. A. G. B. Verscho, Moji 26th Nov., General.—BRADBY & CO.  
Dec. 2. WOOSUNG, British str., 1,100. Dowson, Shanghai 29th Nov., General.—BUTTERFIELD & SWIRE.

## CLEARANCES.

At THE HARBOUR MASTER'S OFFICE.  
2nd December.  
Cheongchee, British str., for Amoy.  
Jacob Diederichsen, German str., for Hoikow.  
Kaga Maru, Japanese str., for Shanghai.  
Machon, British str., for Singapore.  
Felix, British str., for Amoy.  
Quarta, German str., for Chinkiang.  
Richmond, British str., for Sourabaya.  
Woosung, British str., for Canton.

## DEPARTURES.

1st December.  
Ness, British str., for Moji.  
Tienfins, British str., for Kobe.  
2nd December.  
ENYIMON, British cruiser, for Mira Bay.  
EXBERT SIMONS, French str., for Europe.  
ZAHRE, Portuguese gunboat, for Macao.  
ELBA, Italian cruiser, for Home.  
PIEDMONT, Italian cruiser, for Home.  
KAGA MARU, Japanese str., for Seattle.  
LOMBARDIA, Italian cruiser, for Shanghai.  
MARCO P. LO, Italian cruiser, for Shanghai.  
VESUVIO, Italian cruiser, for Shanghai.  
VETTOR FIANCHI, Italian gunship, for Home.  
WATERWIND, British s.s., for Mira Bay.  
YAKKA, French str., for Shanghai.

## VESSELS IN DOCK.

30th November.  
ABERDEEN DOCKS.—Emerald, Kashing, Tienfins.  
HONGKONG DOCKS.—Canton River, Eleano, H. J. Albrecht, Kuan Loo, Tacoma, Heungshan, U.S.S. Princeton, Formosa, Justin, Lal-Loo, H.M.S. Fame, Mongkut, Sandakan, Dr. Hans Jurg Kier, Japan, Deception, Empress of Japan.  
COSMOPOLITAN DOCK.—Pilsanuk, Tai-cheng, Amigo.

## VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.  
FOR TAMSUI, via SWATOW AND AMOY.  
THE Company's Steamship.

"DAIJIN MARU."  
Captain T. Oyata, will be despatched for the above ports on SUNDAY, the 8th inst.  
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 2nd December, 1901. [17]

THE OSAKA SHOSHEN KAISHA, LIMITED.  
FOR ANPING (via SWATOW AND AMOY).  
THE Company's Steamship.

"MAIDZURU MARU."  
Captain T. Saito, will be despatched for the above ports on WEDNESDAY, the 11th December.  
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 26th November, 1901. [18]

"GLEN" LINE OF STEAMSHIPS.  
FOR LONDON, via SUEZ CANAL.  
THE Steamship.

"GLENBOY."  
Captain Forbes Kelly, will be despatched as above on SATURDAY, the 14th December, 1901.  
For Freight, apply to McCREGOR BROS. & GOW.  
Hongkong, 26th November, 1901. [2025]

## VESSELS ON THE BERTH

FOR CALCUTTA, PENANG AND SINGAPORE.

THE Steamship  
"CATHERINE APCAR."  
Captain S. H. Nelson, will be despatched for the above ports TO-MORROW, the 3rd December, at 3 p.m.  
For Freight or Passage, apply to DAVID SASSON, SONS & CO., Agents.  
Hongkong, 27th November, 1901. [3017]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR POOCHOW, via SWATOW AND AMOY.  
THE Company's Steamship.

"ANPING MARU."  
Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 4th December, at DAYLIGHT.  
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 20th November, 1901. [19]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, via AMOY.  
THE Company's Steamship.

"DIAMANTE."  
Captain J. Rattenbury, will be despatched for the above port TO-MORROW, the 4th December, at Noon.  
The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with Electric Light.  
A Doctor is carried.  
For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.  
Hongkong, 30th November, 1901. [3 61]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"KURDISTAN" ... On 5th December  
"LENNOX" ... About 15th Dec.  
"ORONSAY" ... About 31st Dec.  
1902  
"AFRIDI" ... About 10th Jan.  
"HILGLEN" ... About 20th Jan.  
"LOWTHER CASTLE" ... About 31st Jan.  
For Freight and further information, apply to DODWELL & CO., LD., Agents.  
Hongkong, 26th November, 1901. [1739]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BALLAARAT."  
Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 7th December, at Noon, taking passengers and cargo for the above ports.  
Bills and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.  
Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to E. A. HEWITT, Superintendent.  
Hongkong, 26th November, 1901. [1]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

"ATHENIAN" ... Comdr. H. Mewatt ... WEDNESDAY, 4th Dec., 1901  
"EMPEROR OF JAPAN" ... Comdr. H. Pybus, R.N.E. ... WEDNESDAY, 18th Dec., 1901  
"EMPEROR OF CHINA" ... Comdr. R. Archibald, R.N.E. ... WEDNESDAY, 15th Jan., 1902  
"TARTAR" ... Comdr. E. Beetham, R.N.E. ... WEDNESDAY, 29th Jan., 1902  
"EMPEROR OF INDIA" ... Comdr. O. P. Marshall, R.N.E. ... WEDNESDAY, 12th Feb., 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent to FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Retar tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China as Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAIN, (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.  
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The rate is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, 11, Pall Mall Street.

Hongkong, 21st November, 1901. [10]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, UPERLO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.  
SUEVIA ... HAVRE, BREMEN & HAMBURG ... On 12th Dec. Freight.  
SEBASTIA ... HAVRE & HAMBURG ... On 28th Dec. Freight.  
NUERNBERG ... HAVRE, BREMEN & HAMBURG ... On 6th Jan. Freight.  
STRASSBURG ... HAVRE & HAMBURG ... On 13th Jan. Freight.  
SAMBIA ... HAVRE & HAMBURG ... On 20th Jan. Freight.  
AMBRIA ... HAVRE & HAMBURG ... On 27th Jan. Freight.  
C. FERR. LAEISZ ... HAVRE & HAMBURG ... On 3rd Feb. Freight.  
ATHESIA ... HAVRE & HAMBURG ... On 10th Feb. Freight.  
NEW YORK ... (via Suez Canal) ... About 20th Dec. Freight.  
For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1, [1061]  
Hongkong, 4th November, 1901.

NIPPON YUSEN KAISHA  
(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS.       | DESTINATIONS.   | SAILING DATES.                      |
|-----------------|---|-------------------------------------|
| SADO MARU       | KOBE & YOKOHAMA   | THURSDAY, 5th December, at Noon.    |
| MIKE MARU       | BOMBAY via SINGAPORE and COLOMBO  | FRIDAY, 6th December, at Noon.      |
| M. Yagi         | MOJI, KOBE & YOKOHAMA   | MONDAY, 9th December, at Noon.      |
| KAGOSHIMA MARU  | MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID | FRIDAY, 13th December, at DAYLIGHT. |
| HITACHI MARU    | VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE & YOKOHAMA    | MONDAY, 16th December, at 4 p.m.    |
| N. Ohno         | NAGASAKI, KOBE and YOKOHAMA   | FRIDAY, 20th December, at Noon.     |
| YAWATA MARU     | MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID | FRIDAY, 27th December, at DAYLIGHT. |
| A. E. Moses     | SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE  | FRIDAY, 27th December, at 4 p.m.    |
| WAKASA MARU     | VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE & YOKOHAMA    | MONDAY, 30th December, at 4 p.m.    |
| J. B. Macmillan | KOBE & YOKOHAMA   |                                     |

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.  
A. G. MIYARA, Manager. [1]

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

| FOR         | STEAMERS  | TO SAIL ON         | REMARKS.                  |
|-------------|-----------|--------------------|---------------------------|
| LONDON, &c. | BALLAARAT | Noon, 7th December | See Special Advertisement |
| SHANGHAI    | VALERIA   | About 7th December | Freight or Passage.       |
| SHANGHAI    | (JAPA)    | About 9th December | Freight or Passage.       |

PASSENGER SEASON 1902.  
For MARSEILLES, PLYMOUTH, ORIENTAL, &c. 28th March.  
and LONDON DIRECT, MALTA, &c. 12th April.  
Without Transshipment.  
For Further Particulars, apply to E. A. HEWITT, Superintendent.  
Hongkong, 11th November, 1901.

IMPERIAL GERMAN MAIL  
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS.                         | SAILING DATES.            |
|-----------------------------------|---------------------------|
| STUTTGART                         | WEDNESDAY 11th December   |
| KONIG ALBERT                      | WEDNESDAY 25th December   |
| PRINZESS IRENE                    | WEDNESDAY 8th Jan., 1902  |
| PRINZ HEINRICH                    | WEDNESDAY 22nd Jan., 1902 |
| PREUSSEN                          | WEDNESDAY 5th Feb., 1902  |
| HAMBURG (Hamburg-Amerika Linie)   | WEDNESDAY 19th Feb., 1902 |
| SACHSEN                           | WEDNESDAY 6th Mar., 1902  |
| KLAUSCHOU (Hamburg-Amerika Linie) | WEDNESDAY 19th Mar., 1902 |
| BAYERN                            | WEDNESDAY 2nd Apr., 1902  |
| STUTTGART                         | WEDNESDAY 16th Apr., 1902 |
| KONIG ALBERT                      | WEDNESDAY 30th Apr., 1902 |
| PRINZESS IRENE                    | WEDNESDAY 14th May, 1902  |
| PREUSSEN                          | WEDNESDAY 28th May, 1902  |
| HAMBURG (Hamburg-Amerika Linie)   | WEDNESDAY 11th June, 1902 |
|                                   | WEDNESDAY 25th June, 1902 |

ON WEDNESDAY, the 11th day of December, 1901, at Noon, the Steamship "STUTTGART" of the Norddeutscher Lloyd, Captain P. Grosch, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port for ADEN, GALVESTON, BALTIMORE, NEW YORK, BOSTON, and SOUTH AMERICAN PORTS.

Shipping Orders will be granted till Noon on MONDAY, the 9th December, Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 10th December, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 10th December. Contents of Packages are required. At the Port of Destination, the 10th December, 1902, and Parcels should not exceed 7 lbs. each. In Marseilles, Genoa, and Naples, the Steamer has splendid accommodation, and carries a Doctor and a Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to MELOHRS & CO. AGENTS.  
Hongkong, 23th November, 1901. [9]

NORTHERN PACIFIC  
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

| Steamer.     | Tons. | Captain.     | Proposed Sailing |
|--------------|-------|--------------|------------------|
| DUKE OF FIFE | 3,821 | J. E. Cox    | December 2nd     |
| TACOMA       | 2,811 | A. Dixon     | December 17th    |
| VICTORIA     | 3,502 | J. Paxton    | December 27th    |
| OLYMPIA      | 2,877 | J. Trubridge | January 10th     |

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, 262.  
Excellent accommodation. First-class Table, Dinning and Stewardess carried.  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.  
HONGKONG to NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains; day and night. Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

## MANILA.

(FROM OUR CORRESPONDENT.)

Manila, 30th November, 1901.  
**LOCAL CLUBS AND SOCIETY.**  
 Manila is fast becoming one of the most interesting social centres in the Orient. During the last year club life has been booming at a surprising pace, until now we suffer from an approaching oversupply almost as much as we felt the need of such in the past. Nearly all the men who pretend to keep up with affairs are members of two or four clubs, and yet each organisation has its particular charm and interest and apparently enjoys a firm backing. The latest creation is the Pines Club which has furnished comfortable quarters on the Benito in the centre of the business section. It is a great boon to newspaper men and numbers among its associate members fifty of the principal professional and business men.

The Manila Club is one of the oldest and best established. It draws its membership chiefly from the British Colony though it also enrolls several Americans, Spaniards, and others. The fifteen-rooms and library, over the Chartered Bank, are largely patronised and form the main downtown resort, while the handsome quarters in the outlying district of Ermita furnish a delightful retreat for the cool hours of the evening after the Luneta drive. The building commands a splendid view of the bay and every fine evening the well-kept grounds are filled with the stylish carriages of the members, sometimes accompanied by the ladies of their families, who seek the opportunity to view the gorgeous sunset. The building contains the billiard-rooms, a grill and reading room, and is the general place of reception. Just at present the club is very busy preparing for the St. Andrew's Ball which is always celebrated in fine style.

The University Club, which formally opened its doors with a most elaborate reception to its president, Governor Taft, last July, is the most exclusive Club in the city, as its name implies; university qualifications are necessary. Its membership is slowly increasing and has reached one hundred and forty. Many of the Manila clubmen have joined, though it draws its chief support from Americans. The present quarters are in a spacious old Spanish residence within a few hundred yards of the Manila Club. The newly planned gardens and broad double verandahs make it a most delightful home. At the first of the year the club will move into new quarters facing directly on the Luneta, which always presents a most attractive scene.

The Army and Navy Club, boasting by far the largest membership, is the most patronised and is correspondingly prosperous. It has an abundant surplus and is housed in one of the old Government buildings in the Walled City. Its present Secretary, Captain Ramsey, has made it very popular. Twice a month, on Wednesday evenings, the place is given over to the entertainment of ladies at dinner and afterwards there are concerts by military bands to which ladies are welcome. Being filled with Army and Navy officers it is always an interesting spot.

Then there are the German Club, always filled with good wine, good cheer, and jolly fellows; the French Circle, the Spanish Club, and many Filipino Clubs, the Chinese Club, and the American and Oriental Clubs, the last two being comparatively new and not entering for the same tastes as the others. It would be easy to overlook some in this long list and probably some organisations have been omitted.

The Manila Cotton Club, the Assembly and the Dancing Club with monthly balls provide ample entertainment for the lovers of Terpsichore.

Mrs. Taft's and Mrs. Chaffee's frequent receptions at the Malacanang Palace and the Military Governor's residence, and the fashion to charming hospitality and are most thoroughly popular.

When the Navy is not busy with the blockade of fraction islands, Cayte does the honours in true sailor fashion and occasionally the flag-ship anchors near Manila and extends invitations for afternoon receptions. As time goes on American and British society come in closer touch and dinners and balls usually show a generous mingling.

Riding sets are very popular and as the dry weather approaches many ladies may be seen along the country roads on fine American and Australian mounts. Altogether this is one of the gayest cities in the East.

## POLICE COURT.

Monday, 2nd December.

Before Mr. F. A. HAZELAND (Police Magistrate).

**BLUESMITHS v. ORINAMEN.**  
 On Saturday night Constable Pitt was on duty in a street down east, when he heard screaming in a house near by. He ran up and found three bluesmiths there. One had a Chinaman by the neck, and was holding an iron bar over his head as though about to strike. A second Chinaman was lying in a corner bleeding from the head and mouth, whilst on his body were a number of bruises. The story the bluesmiths told the constable was that they had been invited to the house, and were assaulted on entering. This, however, appeared improbable from the fact that the door had been broken open. The house was in course of erection, and the occupants were intoxicated. All three bluesmiths were arrested. In the way to the station, however, one threw off his cap and invited the constable to "come on." The other two held him back, and so prevented trouble. When the station was reached it was found that one of the bluesmiths had been killed. The constable was on his head from which blood was coming. The sailors reported that the bluesmiths about having been invited to the house and assaulted, and his worship in view of the fact that the evidence as to who committed the assault had been very conflicting, found the defendants guilty of disorderly conduct only, and fined each \$10 for three weeks' hard labour. The fines were paid.

## NAVAL NOTES.

(FROM OUR CORRESPONDENT.)

Portsmouth, 1st November.  
 This, the first and largest naval port of the world, is all on the quays in consequence of the arrival of H.M.S. *Ophir* with the Duke and Duchess of Cornwall and York, and the presence of their Majesties the King and Queen in the Harbour. The town is crowded with visitors and accommodation is at a premium. To-morrow morning prior to the Royal departure for London, His Majesty the Mayor will present an address to the Duke, and the Mayors will have the honour to present bouquets to the Queen and the Duchess.

A correspondent writes to the effect that the Metropolitan Archbishop of St. Petersburg and Ladoga received in audience, at the Alexander Nevsky Lavra, St. Petersburg, the Rev. Francis H. Sprunt, who presented an autograph letter of commendation from the Archbishop of Canterbury. Mr. Sprunt is on his way overland to his mission station, Newchang, Manchuria, and the Archbishop gave him commendatory letters to the Bishop of Tomsk, who in turn will commend him to the Bishop-in-charge of Manchuria. The Rev. H. C. Stey accompanied Mr. Sprunt, and both found the Metropolitan most friendly and anxious to help Mr. Sprunt on his journey, receiving and dismissing them with his episcopal benediction. Mr. Sprunt is a native of Portsmouth, and has been doing clerical duty in Hayling Island for the last year or so during the trouble in China.

A few days ago the London and local dailies denied the existence of a "Seymour Fund," about which something has been recently written. It appears that the "Seymour Fund" is only an alternative name for the "Can a Booty Fund." About a year ago Mr. Somers Gardner and others brought the matter to the notice of Mr. Majendie and Mr. Lucas, the Borough members. On 1st April Mr. Majendie elicited an answer from the Secretary to the Admiralty to the effect that out of a sum of £228,848 realised by booty taken from the Yamen of Yeh, £27,707 had been distributed to the Navy, leaving in round numbers a balance of £1,140. He added that nothing was known at the Admiralty of any "Seymour Fund." On 17th June, in reply to another question, Mr. Arnold Forster said, "The balance of Naval Prize-money remaining unpaid, and payable, if applied for on 31st March, 1900, was £50,353. The amount for the present year will be published next month. . . . A return showing the names of the several persons who became entitled and have yet to be paid, with the amounts due to them respectively, is in course of preparation, and will be published when completed." And again on August 19th:—"The preparation of the list referred to was sanctioned in May last, but it deals with a long period, and I cannot as yet precisely state when it will be completed. It will be proceeded with as rapidly as possible, and I hope to be able to present it in about three months. The list will be in such a form as will enable applicants to verify their claims readily. It would be possible to publish the list in sections, but in the opinion of the Admiralty such a course is not desirable." On October 4th, in a Town Hall, Mr. Majendie stated that £23,000 was available for distribution; he inadvertently gave this sum for £50,353. The long period alluded to by Mr. Arnold Forster presumably refers to operations subsequent to the taking of Canton; but the upshot of the matter seems to me that, thanks to Mr. Majendie, a sum £50,353 is to be distributed amongst the men of the Navy who have for years been entitled to it. There is therefore no sum officially known as the "Seymour Fund," hence the Government, with the usual amount of red tape, denied any knowledge of such a Fund, although they knew what was meant.

Many of your readers will remember Lieut. Hon. A. L. O. Forbes-Sempill, R.N., when on the China Station; he and Mr. F. H. Emanuel, familiar in Hongkong from 1875 to 1880, have organised a grand morning concert at the Theatre Royal, Portsmouth, on the 8th inst., in aid of the *Cobra Relief Fund*. Twenty of the leading London artists will pay a flying visit and return to town by a special train. It is anticipated that over £100 will be realised.

## CORRESPONDENCE.

(We do not hold ourselves responsible for the opinions expressed by our correspondents.)

## COTTON MILLS IN CHINA.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 2nd December.

SIR,—Your leader of to-day dealing with the Cotton Mill industry contains some reflections that could only come from a writer with a practical working knowledge of the Chinese methods of handling capital ventured in industrial concerns, or for investment in real property. Perhaps he has not intimate acquaintance with Chinese life enough to appreciate the motives that sway the mind of a Chinese man whose name is put down as subscriber for a certain number of shares. In the first place the money found to pay for those shares does not belong in the Western sense to the man who subscribes, except with rare exceptions, say once in a million times, and anyone who has seen the working of the Chinese law and custom as to succession, and the power of the eldest son over the property and funds of the family, will, I think, agree with me that the Chinese subscriber to an industrial concern or investor in real estate, in a foreign settlement, more especially by it noted, has many reasons (the result of honesty as a trustee being eliminated) why it is more profitable to pass that money through his hands twice, on subscription and winding up of the industrial concern or venture in real estate, than to wait for the long tedious process of selling the stock standing and watching until the harvest is sown. It is not merely snatching

at a profit, that might include all the profits to whom the money belongs, but getting the money into the subscriber's hands again for distribution according to his ideas as to the moneys invested by him. There is no law to enforce the liability of trustees in operation in China.

Has it not struck even coast-port observers that there is no great industrial concern in operation throughout the middle Kingdom, solely dependent on Chinese capital and Chinese management? This latter reflection might cause some wonderings in the mind of the man who, on the authority of bank managers believes that there is nothing quite so immaculate in the world as the honesty of the Chinese adventurer either in trade, industrial concerns, or real estate. Of course the fact that the bank manager is protected from seeing the real ugly facts by that highly evolved go-between, the bank commissioner (working at anything between 6 and 60 per cent. per annum), and so has his paths made plain with rose-leaves or their Chinese equivalents, umbrellas, scrolls, and things on his departure. It is also credibly reported that the commissioners of even a bank in this Colony found it convenient to retire in a pension without first referring the matter to the authorities of that bank.—Yours, etc.,

BAMBOO.

## THE VOYRON LETTERS.

A Berlin telegram of the 2nd ult. to the *Vancouver News-Advertiser* says:—"The publication in Paris this week of three letters, written by General Voyron, who commanded the French troops in China, to Field Marshal Count von Waldersee, showing, among other things, that the relations between the French General and the Field-Marshal were strained during the entire period of the foreign occupation, caused but little excitement here. A Government official here who was interviewed on the subject said that absolutely no occasion exists for Germany to take official notice of the affair, adding that the *Matin*, which published the letters, was not an official organ. The French Government would certainly not connect with the publication of any diplomatic document, the expectation expressed in Paris that the incident will cause the publication of the Field-Marshal's letters will not be realised.

The *Kreuz Zeitung* to-day admits the skill and politeness with which General Voyron sought to secure the greatest possible degree of independence from the Field-Marshal for the French commanders, and says that Count von Waldersee was a man of great honour and high character, and that the French newspaper comment on the letters, the *Neuzeitliche Zeitung* sarcastically admits that the incident will cause the publication of the Field-Marshal's letters will not be realised. The *Kreuz Zeitung* to-day admits the skill and politeness with which General Voyron sought to secure the greatest possible degree of independence from the Field-Marshal for the French commanders, and says that Count von Waldersee was a man of great honour and high character, and that the French newspaper comment on the letters, the *Neuzeitliche Zeitung* sarcastically admits that the incident will cause the publication of the Field-Marshal's letters will not be realised.

The *Vossische Zeitung* says that it required great self-control to maintain cool blood over the letters, and a magnanimous spirit was shown thereafter, in giving the French General Bonnaud a warm reception in Berlin, at the end of May. The *Vossische Zeitung* further quotes the Emperor William's expression to General Bonnaud as the Germans and French fighting a common foe in good comradeship, adding that this comradeship is illusory. In conclusion the *Vossische Zeitung* says: "The conduct of General Voyron and his malicious patrons is unworthy of a nation claiming to be civilised."

The *Tagblatt* regards the letters as proving that the French Government, while officially recognising Field Marshal von Waldersee's Commandership-in-Chief, instructed General Voyron to do his utmost to maintain the same comradeship. It was a policy of pinpricks, without courage to express the meaning openly.

## THE ARMOURD CRUISER "KING ALFRED."

The first-class armoured cruiser *King Alfred*, which was to be launched at Barrow on the 28th Oct. from the yard of Messrs. Vickers, Sons, and Maxim, is of the *Drake* class. She is 500ft. in length, 71ft. in width, and when in fighting trim she will displace 14,700 tons, draught being 26ft. Her speed will be 23 knots. This speed is attained by means of two sets of triple expansion engines, developing 30,000 h.p.—the most powerful machinery ever fitted into a warship. These drive twin-screw propellers at the rate of 120 revolutions per minute. There is a steam pressure of 3 1/2 lb. to the square inch. There are 43 water-tube boilers. The vessel carries 2,500 tons of coal in her bunkers, and will therefore be able to steam at a cruising speed of 14 knots for 12,500 miles, equal to a voyage from Portsmouth to Melbourne, without refuelling her fuel supply. The *King Alfred* will carry 35 guns, varying in weight from the 28-ton weapon firing 880lb. shot with a power equal to sending one ton weight nearly three and a half miles into the air. One of these guns is mounted on the forecastle, firing ahead or on either side, and the other is on the poop for astern or broadside attack. These guns are 36-in. long, and of 2 1/2 calibre, and, using cordite, develop a muzzle energy of 17,800 ft. lbs. The two large guns are being provided by the Vickers Company with mountings, with these it is expected they will easily maintain a continuous fire of four shots per minute. These gun mountings are of an entirely new type, and are arranged to be worked by hand as well as by hydraulic power. The whole revolving weight of the mounting with its gun is 120 tons, and all this weight can easily be worked by hand. There are eight 6-in. guns, 100 lb. projectiles, and by their special construction are capable of maintaining a rate of fire of eight rounds per minute. Two of the guns on each broadside are aimed as well as four 12-pounders and the 92-in. weapon, and that the

*King Alfred* when chasing an enemy will be able to fire ahead per minute the following weight of projectiles:—

|                      |                                  |
|----------------------|----------------------------------|
| From 9 1/2-in. guns  | 4 projectiles of 380 = 1,520     |
| From 6-in. guns      | 32 projectiles of 100 = 3,200    |
| From 12-pounder guns | 80 projectiles of 12 1/2 = 1,000 |
|                      | 5,720                            |

Against a following enemy she will discharge the same weight of shot from the guns firing astern. The broadside fire per minute in the line of battle will be:—

|                      |                                   |
|----------------------|-----------------------------------|
| From 9 1/2-in. guns  | 8 projectiles of 380 = 3,040      |
| From 6-in. guns      | 64 projectiles of 100 = 6,400     |
| From 12-pounder guns | 144 projectiles of 12 1/2 = 1,750 |
|                      | 11,190                            |

The *King Alfred* has along her broadside armour 8-in. thick, and at the same time is subdivided into 248 separate compartments, so that any fracture will only limit the sea to a small part of the interior. Her complement of officers and men will be 900.

## LATE TELEGRAMS.

NEWS VIA CEYLON.

## THE WAR IN SOUTH AFRICA.

London, 15th November.

**A FIGHT IN THE NORTH-WEST.**  
 A patrol of Colonel Hickie's column was surrounded on the 13th instant, near Schoonspruit, in the north-west Transvaal, by 300 Boers, and lost 22, and some prisoners, who have since been released. Colonel Hickie overrode the enemy.

**TEACHERS' SUBSIDY IN CAPE COLONY.**  
 Mail advices report that 180 of the Somerset East local troops, surrendered to Smuts on the 13th ultimo, evidently by pre-arrangement.

London, 15th November.

**CONCENTRATION CAMP MORTALITY.**  
 A Blue-book of 400 pages on concentration camps in South Africa which has been issued contains the reports of medical and other officers, which attributes the high mortality to the dirty habits of the Boers, their ignorance and prejudices, their resource to quackery, and their suspicion of, and avoidance of, British hospitals and doctors.

**HONOUR FOR AN INDIAN OFFICER.**  
 Major Shea of the 15th Bengal Lancers has been specially mentioned in despatches.

PACIFICATION.

Johannesburg is beginning to resume something of its former condition.  
 Two more mines are starting of fifty stamps each, and the number of weekly permits to return are about to be increased.

## GENERAL NEWS.

ACCIDENT TO A FIRST-CLASS JOCKEY.

London, 15th November.

Sam Lentes, the well-known jockey, was thrown from his horse after colliding with a spectator on the Northampton Racecourse, and broke his thigh and collar-bone.

AUSTRALIAN COCOA DUTY.

London, 15th November.

The Australian composite duties on cocoa have been altered to a fixed duty of twopenny.

BRITISH EMISSEY TO CABUL.

London, 16th November.

The *Graphic* states that Sir Aquin Martin is starting for India, and will see the Viceroy and probably proceed to Cabul and make a report to the Indian Government.

GREAT AMERICAN RAILWAY TRUST TO CONSIDER C. R.

London, 16th November.

It is reported that the railway trust mentioned in the 14th instant is purchasing all the shares of the Canadian Pacific Railway offered in the open market, hoping to secure control and prevent interference with the Trust's plans.

REBELIOUS THIRDS IN MADAGASCAR.

London, 17th November.

The French have subdued several tribes in Southern Madagascar who have hitherto refused to acknowledge French authority. The French lost a Captain and a Lieutenant killed in ambush.

THE STRIKE AMONG FRENCH MINERS.

London, 17th November.

At the International Miners' Conference, held at Dover, the British, German, Austrian and Belgian delegates refused to entertain the idea of a general strike for the purpose of supporting the French miners.

THE PERSIAN GULF.

Calcutta, 15th November.

The *Calcutta Daily News* London correspondent wires on the 17th that the *Times* deprecates any gain being made out of the position of the Powers in the Persian Gulf before the public knows why the Government of India so strongly opposes the idea of Russia obtaining a footing there. Lord Curzon's knowledge of Asiatic politics is quoted as a sufficient reason for caution in giving the *Times* points out that it is notorious that Russia wants a port in the Persian Gulf, not for commercial objects, but for political purposes.

THE ENGLISH CRICKETERS IN AUSTRALIA.

Calcutta, 18th November.

Mr. MacLaren's team arrived at Melbourne during last week, and began a match against the Victoria XI on Friday. The team shaped better than at Adelaide. The English team won the toss, and, going in first, scored 168 runs against the Victorians' 123. In the second innings the English team ran up 107 runs for one wicket. The game is proceeding.

## HONGKONG.

Under the above heading the *L. & C. Express* of the 1st ult. writes as follows:—

We may take the opportunity provided by the speech of Sir Henry Blake in laying the Legislative Council of Hongkong to make a few reflections upon the position of affairs generally in the colony. Although Hongkong has of late been passing through rather troubled times, caused by the plague epidemic and several grave local disasters, the general situation of the colony, as disclosed by the Governor's statement, is satisfactory. The troubles in the north of China do not appear to have affected the colony to any appreciable extent, and it is satisfactory to learn from His Excellency that the relations to Hongkong with Canton have never been more cordial than they are at the present time. The records we see that relations with Canton were not always so good, and many of our readers will not have forgotten the somewhat judicious visit of Sir Henry Blake to the Viceroy of Canton in connection with the Kowloon disturbances. The present occupant of that post is, however, we may note, an exceptionally able man. The financial position of the colony will show a substantial balance over liabilities. During the past five years the expenditure has increased by 61 per cent. and the revenue by 56 per cent. Altogether, the figures indicate a fairly satisfactory financial position. We note that the Land Revenue of the New Territory is estimated at \$300 G. Last year only \$17,500 was collected; but if good progress is being made with the survey and the settlement of land claims there is no

## AUCTION

## PUBLIC AUCTION.

## NOTICE OF SALE OF A VALUABLE COLLECTION OF JEWELLERY AND PRECIOUS STONES.

THE UNDERSIGNED HAVE BEEN FAVOURED WITH INSTRUCTIONS TO SELL BY PUBLIC AUCTION.

FOR ACCOUNT OF THE CONCERNED,

ON

SATURDAY.

THE 14TH DECEMBER NEXT, AT 11 A.M. WITHIN THEIR SALES ROOMS, NO. 20, DES VŒUX ROAD.

## A LARGE ASSORTMENT OF LADIES' &amp; GENTLEMEN'S JEWELLERY,

COMPRISING:—

DIAMOND, OPAL, and CORAL NECKLACES, WATCHES, LADIES' LONG CHAINS, PENDANTS, BROOCHES, EAR RINGS, SLEEVE LINKS, RINGS SET WITH PRECIOUS STONES, SCARF PINS, &c. &c. Settings of English and Chinese Workmanship (the English settings being of Solid Gold, Hall marked 15 and 18 Carat);

ALSO

A Large and Choice Selection of UNSET DIAMONDS of Perfect Cut, RUBIES, OPALS and other PRECIOUS STONES ranging from 3 to 49 Carats each, which will be sold by the Carat.

This Collection is not Locally Owned, but consists exclusively of Jewellery, &c., selected at home for the Philippine market, but owing to the excessive import duties recently imposed in Manila, the consignee has decided to stop the consignment and realise by Public Auction here, which will enable the Hongkong Community to obtain high-class selections at much under retail prices.

Catalogues will be ready on the 10th December next, and the several Articles will be on view in our Sales Rooms on the 12th and 13th.

TERMS:—As usual.

HUGHES & HOUGH,  
 AUCTIONEERS.

[3053]

## THE ROBINSON PIANO CO., LTD.

JUST UNPACKED.  
 A NEW SHIPMENT OF THE CELEBRATED

## APOLLO PIANO PLAYER.

INSPECTION INVITED.

Hongkong, 22nd November, 1901. [2384]

WANTED.

**A CHINESE CLERK** for South Formosa, with knowledge of English Book-keeping. Able to write a good Chinese letter, and translate same into English. Apply with testimonials, stating age, experience, and salary required, to—

"H. H." Care of Daily Press Office. Hongkong, 25th November, 1901. [2392]

**AN ENGLISHMAN** (28) with Home and Eastern experience in General Merchandise and Shipping Office routine, is open for engagement in the Colony. Address—

H. F. G., Care of Daily Press Office. Hongkong, 29th November, 1901. [3032]

## THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.—

EXCHANGE LINES.

\$80 Per Annum.

PRIVATE LINES.

\$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines as more than average length.

ELECTRIC SUPPLIES OF EVERY

DESCRIPTION IN STOCK.

Including:—

BATTERIES.

CHEMICALS.

ELECTRIC BELLS.

INSULATORS.

LIGHTNING CONDUCTORS.

SWITCHES.

TELEPHONES.

WIRE &amp;c., &amp;c.

PRICE LISTS

ON APPLICATION.

ELECTRIC BELL INSTALLATIONS

ERECTED AND KEPT IN

ORDER.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &amp;c., &amp;c., Apply to

W. STUART HARRISON,

Note Address:—No. 2, LOR HOUSE ROAD.

Hongkong, 18th January, 1899. [2395]



TRADE MARK

CLARETS.

1 Doz. Bottles. 4 Doz. Bottles.

VIN ORDINAIRE \$4.00 \$4.20 \$7.50

MEDOC 4.50 5.00 8.00

ST. EMILION 5.50 6.00 9.00

MARGAUX 6.00 6.50 9.50

ST. JULIEN 6.50 7.50 10.50

ST. ESTEPHE 8.00 9.00 12.00

CH. LEVILLÉ 11.00 12.00 15.00

CH. LAROSE 11.00 12.00 15.00

CALIFORNIA 4.50 5.00 8.00

ZINFANDEL 5.00 5.50 8.50

An allowance of SEVENTY-FIVE CENTS per dozen is made for Quarter Bottles when returned to our Godown. Special rates for Hogsheds.

## BORDEAUX BOTTLED.

1 Doz. Bottles. 4 Doz. Bottles.

CH. D'ARLAC 13.00 15.00 18.00

MARGAUX 15.00 18.00 22.00

CH. PONTET CANET 24.00 30.00 36.00

CH. LAROSE 36.00 42.00 50.00

CH. MOUTON ROTHSCHILD 38.00 45.00 55.00

ST. LEON, TONIC 18.00

## H. PRICE &amp; CO.

12, QUEEN'S ROAD.

Hongkong, 16th November, 1901. [616]



## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

| OUTWARDS.             |             | DUE               |  |
|-----------------------|-------------|-------------------|--|
| GLASGOW and LIVERPOOL | "PELEUS"    | On 12th December. |  |
| GLASGOW and LIVERPOOL | "PATROCLUS" | On 16th December. |  |
| GLASGOW and LIVERPOOL | "STENTOR"   | On 24th December. |  |
| GLASGOW and LIVERPOOL | "MEMNON"    | On 3rd January.   |  |
| GLASGOW and LIVERPOOL | "IDOMENEUS" | On 8th January.   |  |
| GLASGOW and LIVERPOOL | "TANTALUS"  | On 16th January.  |  |
| HOMWARDS.             |             | TO SAIL           |  |
| LONDON                | "MACHAON"   | On 3rd December.  |  |
| LONDON                | "ACHILLES"  | On 10th December. |  |
| LONDON                | "GLAUCUS"   | On 24th December. |  |
| LONDON                | "DEUCALION" | On 7th January.   |  |
| LONDON                | "PELEUS"    | On 21st January.  |  |
| LIVERPOOL DIRECT      | "IXION"     | On 18th December. |  |
| LIVERPOOL DIRECT      | "PATROCLUS" | On 15th January.  |  |

The S.S. "DEUCALION" from GLASGOW and LIVERPOOL, has arrived on the 28th inst.

The S.S. "LAERTES" left Singapore for Hongkong and Amoy on the 29th ult.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS O. S. S. Co.

Hongkong, 22nd November, 1901.

## CHINA NAVIGATION CO., LIMITED.

| FOR  | STEAMERS    | TO SAIL           |
|--|-------------|-------------------|
| SHANGHAI   | "WOOSUNG"   | On 8th December.  |
| MANILA   | "SUNGKIANG" | On 12th December. |
| MANILA   | "TAIYUAN"   | On 18th December. |
| PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "TAIYUAN"   | On 18th December. |

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 18th November, 1901.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to AUCKLAND, NEW ZEALAND, TASMANIA, &c.)

## THE "EASTERN"

Captain Ellis, will be despatched as above on THURSDAY, the 12th December, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Plant, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is fitted throughout with the Electric Light, and has a duly qualified Surgeon on board.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to—

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd November, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

In connection with the ATCHESON, TOPEKA and SANTA FE RAILROAD CO.

Through sailings from HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND TARIK CARGO AND PASSENGERS TO JAPAN, AMERICA, AND THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "TITIA" On 15th December.

THE Steamer "TITIA" will be despatched for SAN DIEGO and SAN FRANCISCO via YOKOHAMA and YOKOHAMA on SUNDAY, the 16th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information, as to Freight or Passage, apply to—

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, 30th November, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamer "ACARA"

Captain Kilger, will be despatched as above on or about 17th December.

To be followed by the Steamer "ACARA" on 24th December.

Captain Kilger, will be despatched as above on or about 24th December.

For Freight, apply to—

SHEWAN TOMES & CO., Agents.

Hongkong, 23rd November, 1901.

## NATAL LINE OF STEAMERS.

UNDEVELOPED GENERAL AGENTS

In connection with the Natal Line of Steamers, the following bills of lading for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAMSHIP NAVIGATION CO., Ltd., are available for issue.

For Freight, apply to—

DODWELL & CO., Agents.

Hongkong, 24th November, 1901.

## NOTICES TO CONSIGNEES

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

The Steamship

"KONIG ALBERT"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 3rd December, and on THURSDAY, the 5th December, at 9.30 A.M.

All claims must reach us before the 8th December, or they will not be recognized.

No Five Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 28th November, 1901.

## OCEAN STEAMSHIP COMPANY.

## CONSIGNEES per Company's Steamer

"DEUCALION"

are hereby notified that the Cargo is being discharged into Craft and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases at risk in the Godowns.

The Cargo will be ready for delivery from Craft or Godown on and after the 30th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 5th December will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 14th December.

Owing to the voyage having met with an accident, the Cargo is being landed at a General Average Bond must be signed before Bills of Lading can be countersigned.

No Five Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th November, 1901.

## "MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "ATHOL"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, the 28th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th December, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th December, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th December, at 3 P.M.

No Five Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 28th November, 1901.

## HONGKONG STEAMERS.

Amigo, German str., 822, Hansen, Nov. 28.

Anping Maru, Jap. str., 1,038, Sudo, Nov. 30.

Mitsui Bussan Kaisha

Athenian, British str., 2,424, Mowatt, Nov. 14.

C. P. R. Co.

Brand, Nov. str., 1,520, Throssen, Nov. 30.

Dodwell & Co., Limited.

Catherine Apar, British str., 1,730, Belsom, Nov. 26.

Sassoon, Sons & Co.

Cheongchow, British str., 1,213, Frampton, Dec. 1.

China, German str., 1,113, Krennen, Nov. 30.

Order

Chowfa, German str., 1,055, Moring, Nov. 29.

Deucalion, British str., 4,476, Keay, Nov. 29.

Deucalion, German str., 794, Schickler, Nov. 29.

Deucalion, Siam str., 1,001, Frahm, Nov. 29.

Diamond, British str., 1,225, Rattenbury, Nov. 29.

Shewan, Tomes & Co.

Dr. Hans Jung Kiser, Nov. str., 691, Larsen, Nov. 18.

A. R. Marty

Duke of Rife, British str., 3,547, Cox, Nov. 18.

Dodwell & Co., Limited.

Elisa, American str., 510, Altonara, Sept. 3.

Brande & Co.

Elia Nossok, Ger. str., 1,161, Brahm, Nov. 25.

East Asiatic Trading Co., Limited.

Empress of Japan, British str., 3,003, Pybus, Nov. 27.

C. P. R. Co.

Emerald, British str., 968, McGinty, Nov. 17.

Shewan, Tomes & Co.

Formosa, British str., 674, Hodgins, Nov. 30.

Douglas Laprak & Co.

Hopson, British str., 1,359, Roops, Nov. 26.

Jardine, Matheson & Co.

Hue, French steamer, 704, Godman, Nov. 26.

A. R. Marty

Jaob Diederichsen, Ger. str., 623, Jurgensen, Nov. 30.

Nov. 30, Jensen & Co.

Kohlschlag, German str., 1,291, Lense, Nov. 26.

Butterfield & Swire

Kutsang, British str., 1,495, Selby, Nov. 28.

Jardine, Matheson & Co.

Kyarvon, British str., 1,574, Kanily, Nov. 25.

Butterfield & Swire

Lal-Tock, Spanish str., 185, Fabbagrus, Nov. 17.

A. R. Marty

Longmuon, Ger. str., 1,245, Scholdt, Dec. 2.

Siam str., 1,006, Weidlich, Nov. 27.

Sander, Wieler & Co.

Machon, British str., 4,276, Thompson, Dec. 1.

Butterfield & Swire

Mara Kolb, German str., 1,950, Krafft, Dec. 1.

M. B. Kaisha

Monkton, German str., 849, Gohs, Nov. 15.

Butterfield & Swire

Nanyang, German str., 1,016, Hass, Dec. 1.

East Asiatic Trading Co., Limited.

Neptune, British str., 2,175, Walters, Nov. 26.

Standard Oil Co.

Olimpe, Austrian str., 2,242, Vornich, Dec. 2.

Bradley & Co.

Pianapolis, German str., 1,267, Hing, Nov. 10.

Butterfield & Swire

Quaker, German str., 1,148, Johnson, Nov. 31.

Siam str., 1,169, Ashford, Nov. 28.

Butterfield & Swire

Richmond, British str., 1,314, Mann, Nov. 14.

Siam str., 1,374, Brandstetter, Nov. 12.

Seneca, British str., 3,137, Cormack, Nov. 27.

Standard Oil Co.

Sihana, British str., 957, Jones, Nov. 12.

Bradley & Co.

Sallberg, German str., 782, Jensen, Dec. 1.

Siam str., 1,374, Brandstetter, Nov. 12.

Tacoma, British str., 2,811, Dixon, Oct. 21.

Dodwell & Co., Limited.

Taichong, German str., 828, Ahrens, Nov. 17.

Meyer & Co.

Thea, German steamer, 934, Ohlerich, Nov. 21.

Jensen & Co.

Trym, Norwegian str., 710, Dall, Nov. 30.

A. R. Marty

Tsintau, German str., 1,002, Sanders, Nov. 18.

Amal, German str., 1,002, Sanders, Nov. 18.

Whampoa, British str., 1,109, Lavers, Nov. 27.

Butterfield & Swire

Wooming, British str., 1,109, Dawson, Dec. 2.

Butterfield & Swire

## HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alberty, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Craddock, at Hongkong.

Albion, battleship, 12,950 tons, Captain W. W. Hewitt, at Mira Bay.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Hankow.

Argonaut, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Sturtin, Hongkong.

Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Mira Bay.

Astron, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Hongkong.

Aurora, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. E. H. Dayly, C.B., at Hongkong.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Hongkong.

Brannle, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. M. Leake, at Hongkong.

Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wey, Bart., at Singapore.

Briton, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. E. A. Baird, at Nanking.

Cressey, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. H. M. Tudor, at Mira Bay.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. Wm. C. Pakenham, at Hongkong.

Edipex, cruiser, 5,600 tons, Captain Stokes, at Hongkong.

Edinburgh, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Capt. A. W. Paget, C.M.G., at Mira Bay.

Esk, gunboat, 663 tons, 3 guns, 200 h.p., Lieut. Comdr. W. F. Blunt, at Kinkiang.

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong.

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut. Comdr. C. P. Beatty Pownall, at Hongkong.

Glory, battleship, 12,950 tons, Captain W. A. Carter, at Hongkong.

Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Yokohama.

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G. C. Hardy, at Shanghai.

Hart, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 h.p., in reserve, at Hongkong.

Hammer, storeship, 1,640 tons, Comdr. H. J. Davison, at Hongkong.

Janus, torpedo-boat destroyer, in reserve, at Hongkong.

Kinsh, river gunboat, 331 tons, Lieut. Comdr. E. B. Powell, on the Yangtze.

Lisard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Bangkok.

Osmond, battleship, Capt. A. J. Henniker Hughes, at Mira Bay.

Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, C.B., at Wooming.

Otter, torpedo-boat destroyer, 350 tons, Lieut. Comdr. Kaye, on the Yangtze.

Phoenix, sloop, 1,015 tons, 6 guns, 1,

